

**2014 Q2 Quarterly Mobility Statistics
District 12**

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table><tr><th>Quarter</th><th>VMT (Billions)</th></tr><tr><td>2013 Q2</td><td>2.9</td></tr><tr><td>2014 Q1</td><td>3.0</td></tr><tr><td>2014 Q2</td><td>3.2</td></tr></table>	Quarter	VMT (Billions)	2013 Q2	2.9	2014 Q1	3.0	2014 Q2	3.2	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
2013 Q2	2.9										
2014 Q1	3.0										
2014 Q2	3.2										
		7.9%	3.8%								
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table><tr><th>Quarter</th><th>VHD (Millions)</th></tr><tr><td>2013 Q2</td><td>2.6</td></tr><tr><td>2014 Q1</td><td>2.6</td></tr><tr><td>2014 Q2</td><td>3.2</td></tr></table>	Quarter	VHD (Millions)	2013 Q2	2.6	2014 Q1	2.6	2014 Q2	3.2	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
2013 Q2	2.6										
2014 Q1	2.6										
2014 Q2	3.2										
		22.6%	21.9%								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table><tr><th>Quarter</th><th>VHD (Thousands)</th></tr><tr><td>2013 Q2</td><td>36</td></tr><tr><td>2014 Q1</td><td>38</td></tr><tr><td>2014 Q2</td><td>43</td></tr></table>	Quarter	VHD (Thousands)	2013 Q2	36	2014 Q1	38	2014 Q2	43	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
2013 Q2	36										
2014 Q1	38										
2014 Q2	43										
		19.4%	13.5%								
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table><tr><th>Quarter</th><th>VHD (Millions)</th></tr><tr><td>2013 Q2</td><td>6.2</td></tr><tr><td>2014 Q1</td><td>5.7</td></tr><tr><td>2014 Q2</td><td>6.7</td></tr></table>	Quarter	VHD (Millions)	2013 Q2	6.2	2014 Q1	5.7	2014 Q2	6.7	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
2013 Q2	6.2										
2014 Q1	5.7										
2014 Q2	6.7										
		7.9%	17.7%								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table><tr><th>Quarter</th><th>VHD (Thousands)</th></tr><tr><td>2013 Q2</td><td>85</td></tr><tr><td>2014 Q1</td><td>82</td></tr><tr><td>2014 Q2</td><td>91</td></tr></table>	Quarter	VHD (Thousands)	2013 Q2	85	2014 Q1	82	2014 Q2	91	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
2013 Q2	85										
2014 Q1	82										
2014 Q2	91										
		6.4%	10.3%								

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District 12**

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	Monday -5%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Wednesday 13.6%	Friday 21.6%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		11 PM -21.8%	6 PM -8.7%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		4 PM 26.7%	3 PM 27.9%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		11 PM -5%	—
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		12 PM 72.5%	12 PM 94.3%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		8 AM -41.6%	5 PM -34%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		1 PM 105.3%	1 PM 151.8%

**2014 Q2 Quarterly Mobility Statistics
District 12**

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Millions)</p> <p>2013 Q2 2014 Q1 2014 Q2</p> <p>Orange</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	—
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Orange 22.6% ↑	Orange 21.9% ↑
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>2013 Q2 2014 Q1 2014 Q2</p> <p>AM Peak (6 AM to 10 AM) Off-Peak Day (10 AM to 3 PM) PM Peak (3 PM to 7 PM) Off-Peak Night (7 PM to 6 AM)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	—
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		PM Peak 19.7% ↑	Off-Peak Day 61.2% ↑
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good Average of Bad</p> <p>2013 Q2 2014 Q1 2014 Q2</p>	Change in Good over one year ago	Change in Good over last quarter
		16% ↑	-1% ↓
		Change in Bad over one year ago	Change in Bad over last quarter
		-38% ↓	-4% ↓

**2014 Q2 Quarterly Mobility Statistics
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Congestion by Route											
		Vehicle Hours of Delay at 35 mph			Difference 2014 Q2-2013 Q2		Difference 2014 Q2-2014 Q1		Rank		
I-5	Orange	718,896	690,183	824,113	105,217	15%	133,931	19%	1	1	1
I-405	Orange	631,666	577,607	723,904	92,238	15%	146,297	25%	2	2	2
SR-91	Orange	387,374	383,412	528,696	141,322	36%	145,285	38%	4	4	3
SR-55	Orange	416,999	413,311	465,520	48,521	12%	52,210	13%	3	3	4
SR-57	Orange	206,404	246,739	303,685	97,281	47%	56,946	23%	5	5	5
SR-22	Orange	136,334	126,571	132,693	-3,642	-3%	6,122	5%	6	6	6
I-605	Orange	28,302	96,829	120,424	92,123	326%	23,595	24%	7	7	7
SR-241	Orange	13,595	39,402	33,960	20,365	150%	-5,443	-14%	9	8	8
SR-73	Orange	6,985	14,776	16,822	9,838	141%	2,046	14%	11	9	9
SR-261	Orange	366	625	4,051	3,685	1007%	3,425	548%	12	13	10
SR-133	Orange	8,026	1,942	3,879	-4,147	-52%	1,937	100%	10	10	11
SR-74	Orange	23,808	1,280	2,555	-21,252	-89%	1,275	100%	8	11	12
SR-142	Orange	0	690	755	755		65	9%		12	13
SR-39	Orange	0	417	504	504		87	21%		14	14
Route	County	2013 Q2	2014 Q1	2014 Q2	Absolute	Percentage	Absolute	Percentage	2013 Q2	2014 Q1	2014 Q2
TOTALS		2,578,755	2,593,784	3,161,562	582,807	23%	567,778	22%			

I-605: 326% increased over one year ago. Not sure why.

SR-241: 150% increased over one year ago due to bad detection. SR-241 has no congestion on the corridor itself.

Congestion on SR-241 is due to the lack of capacities on the SR-91, which spill onto the SR-241.

SR-74: 89% decreased over one year ago. Major housing construction at Rancho Mission Viejo, construction at I-5/SR-74 interchange and detection may have been taken out.

SR-261: 1007% increased over one year ago. Bad detection. This route has no congestion.